

Dumaliang, Peter

From: Dumaliang, Peter
Sent: Friday, September 25, 2009 11:37 AM
To: 'Ryan Barth'
Cc: Johnson, Scott; Joshua Lipsky; David Templeton
Subject: RE: Review Findings for 2009 KCIA Drainage Basin #5 Report and Supplemental Response Documents
 Ryan:

Please find my comments regarding your review of the Basin 5 report (Part 1 of your original request).

1. **We compared the stormwater quality data identified in the Report to the data we have compiled and identified some data that was missing from the Report. Specifically, 7 samples of joint caulk material that were collected from drainage basin # 5 and summarized in "Sampling of Concrete Joint Material NBF Draft Report" prepared by Landau in 2001 are not included in the Report. Also, following submittal of the Report additional data was generated by the Seattle Public Utilities on 3-26-09 and 4-3-09 and The Boeing Company on 6-17-09. Attachment A details these samples. Please let me know if you concur that these samples are associated with drainage basin #5. Future discussions regarding the quality of stormwater on the airport should include this additional information, where applicable.**
 - You are correct that the samples in Attachment A were not in the Basin 5 report. The results of samples collected in 2009 were received after the Basin 5 report was completed and the 2001 Landau Report was not available at the time the Report was prepared. The Landau report would have been useful for the Basin 5 report since there were additional samples taken within Basin 5 (Type H Samples) that showed no detection of PCBs in caulk material located there.
 - Referring to Attachment A, the 2009 samples and Caulk Type H Samples are within Basin 5. Of these, the CB-584 and NBF-SP48 samples were within the KCIA portion of the basin. CB-565 and NBF-SP47 are in the Boeing leased area.
 - Caulk Type A, B, C, E samples are located north of Drainage Basin #5 and based on Boeing drawings, stormwater is routed to sanitary sewer at East Marginal Way via a pump station, and not Basin 5. See attached Boeing Drawing.
 - I agree that future discussions should include the 2001 Landau Report. As a note to the quality of stormwater, the catch basin solids samples taken from CB-584 showed elevated PCBs that are likely attributed to the 24 inch line. Caulk data collected from the basin showed little or no detection of PCBs.
2. **We reviewed the identified current drainage pathways into the 24-inch property line outfall. The shown pathways generate additional questions regarding current and historical drainage into the 24-inch outfall, as illustrated in Attachments B, C and D. Attachment B identifies a number of drainages that may have historically entered the 24-inch outfall. In your historical research please clarify if these drainage pathways contributed flow to the 24-inch outfall. Attachment C seems to illustrate that the drainage areas for the Boeing-Isaacson outfall and the 24-inch outfall are commingled (i.e., CB-1802 and CB-1-F look to be conveyed to an up-gradient catchment leading to the Boeing-Isaacson outfall but the Report summarizes this data as if it is conveyed to the 24-inch outfall). Please clarify if these drainages were or are commingled and the date this commingling was eliminated, if applicable. Attachment D shows the drainage that was reported by Ecology in the Source Control Action Plan Report for Early Action Area 4 at the airport which led to the some of the questions we pose in Attachment B and C.**

Attachment B

- From the South, this line is a historical lease line and not a stormwater drainage line that enters MH-1-E.
- From the East, the line was plugged as shown in the photo provided earlier. The historical maps sent earlier showed that in 1943, a stormwater line originating from the southeast corner of the Airport was evident and that it appeared connected to the west discharge point at Basin 5. In 1944, that stormwater line no longer existed and stormwater lines were modified to discharge to the south pump station instead, which discharged stormwater to a different outfall.
- From the North, the stormwater drainage was inaccurately drawn by the Airport. Per Boeing CADD drawings, the area north of the existing drainage basin actually discharges to a pumps station and discharged to the sanitary sewer system in East Marginal Way (King County Waste Water Treatment). See attached Boeing Drawing.

Attachment C

- CB-1802 and CB-1-F are both discharged to the Airport's south pump station and then discharged to the Boeing Isaacson-outfall. The line that delineates the Boeing Isaacson Outfall drainage basin and Basin 5 run between (east-west) CB-4-F and MH-2-E, CB 1807, CB1809. The historical maps sent Sep 18, 2009 shows that when the south pump station was constructed between 1943 and 1944, the stormwater drainages were routed to the Boeing Isaacson outfall.

Attachment D

- The map, provided to Ecology, which showed the connection from MH 1808 to CB-5-G was in accurate and does not depict the existing conditions. The Basin 5 report was provided to Ecology to update their map with the correct information.
3. **The Report was reviewed for additional information regarding the current presence and location of joint compound (e.g., caulking). The Report identifies some sampling locations for caulk but does not discuss the extent to which caulk is still present or has been removed. Per our meeting on August 28, 2009 it is my understanding that there has been no caulk removal activity within the historical or current drainage basin #5. Please confirm that this understanding is correct.**
 - Yes, the Airport has not removed caulk from Basin 5 because the laboratory analyses on the caulk samples showed that PCBs were not detected. From discussions with Carl Bach with Boeing Remediation regarding their response to PCB detections in their sample, Boeing has not removed caulk from their portion of Basin 5 either.
 - Concrete panels and joint caulking are present at the Airport where the 1943-1944 historical drainage to Basin 5 is located. I have found no information on joint caulk from this period.
 - With a review archived projects from 1976, it was found that most projects related to the concrete panels involved asphalt overlays or repairs with asphalt. A project in the 80's was found regarding concrete panel repair, however, I did not find specifics on the type of caulk used.
 4. **The current stormwater best management practices (e.g., catch basin cleanout schedule, sampling schedule, etc.) were reviewed and provided sufficient information to meet our Public Disclosure Request except a timeline for when the BMP practices were historically enacted and any changes that may have occurred over time. Please attempt to determine this information during your historical research and provide us with a summary.**
 - Upon further review of historical 75 year lease information, Boeing leased the Lot 13 area (the Airport's portion of Basin 5) up until September 2000 and would have been responsible for its upkeep. Boeing should have information in their maintenance practices during their lease of the area. The Airport regained use of the area and performed BMPs and maintenance after September 2000.
 5. **Your response to bullet #2 above will satisfy our request for information on the current design and elevations of stormwater drainage components.**
 - See Item 2 above.

I will be providing a follow up of Part 2 of your original request shortly.

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From: Ryan Barth [mailto:rbarth@anchorqea.com]
Sent: Monday, September 21, 2009 10:59 AM
To: Dumaliang, Peter
Cc: Johnson, Scott; Joshua Lipsky; David Templeton
Subject: Review Findings for 2009 KCIA Drainage Basin #5 Report and Supplemental Response Documents

Peter –

Per my email dated September 2nd (copied below for your reference), I completed my review of the "King County International Airport Drainage Basin #5 Source Control Report" (Report) dated January 7, 2009 and the additional documents that were prepared in response to Ecology's comments on the Report. My findings of this review relative to the information requested as part of the Public Disclosure Request are summarized below. Please note that I have not had time to review the most recent historical information you provided in your email dated September 18 so the summary below does not reflect this additional information.

- *We compared the stormwater quality data identified in the Report to the data we have compiled and identified some data that was missing from the Report. Specifically, 7 samples of joint caulk material that were collected from drainage basin # 5 and summarized in "Sampling of Concrete Joint Material NBF Draft Report" prepared by Landau in 2001 are not included in the Report. Also, following submittal of the Report additional data was generated by the Seattle Public Utilities on 3-26-09 and 4-3-09 and The Boeing Company on 6-17-09. Attachment A details these samples. Please let me know if you concur that these samples are associated with drainage basin #5. Future discussions regarding the quality of stormwater on the airport should include this additional information, where applicable.*
- *We reviewed the identified current drainage pathways into the 24-inch property line outfall. The shown pathways generate additional questions regarding current and historical drainage into the 24-inch outfall, as illustrated in Attachments B, C and D. Attachment B identifies a number of drainages that may have historically entered the 24-inch outfall. In your historical research please clarify if these drainage pathways contributed flow to the 24-inch outfall. Attachment C seems to illustrate that the drainage areas for the Boeing-Isaacson outfall and the 24-inch outfall are commingled (i.e., CB-1802 and CB-1-F look to be conveyed to an up-gradient catchment leading to the Boeing-Isaacson outfall but the Report summarizes this data as if it is conveyed to the 24-inch outfall). Please clarify if these drainages were or are commingled and the date this commingling was eliminated, if applicable. Attachment D shows the drainage that was reported by Ecology in the Source Control Action Plan Report for Early Action Area 4 at the airport which led to the some of the questions we pose in Attachment B and C.*
- *The Report was reviewed for additional information regarding the current presence and location of joint compound (e.g., caulking). The Report identifies some sampling locations for caulk but does not discuss the extent to which caulk is still present or has been removed. Per our meeting on August 28, 2009 it is my understanding that there has been no caulk removal activity within the historical or current drainage basin #5. Please confirm that this understanding is correct.*
- *The current stormwater best management practices (e.g., catch basin cleanout schedule, sampling schedule, etc.) were reviewed and provided sufficient information to meet our Public Disclosure Request except a timeline for when the BMP practices were historically enacted and any changes that may have occurred over time. Please attempt to determine this information during your historical research and provide us with a summary.*
- *Your response to bullet #2 above will satisfy our request for information on the current design and elevations of stormwater drainage components.*

Please let me know if you have any questions regarding the above summary.

Regards,

Ryan Barth, P.E.

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Please consider the environment before printing this email.

From: Dumaliang, Peter [mailto:Peter.Dumaliang@kingcounty.gov]
Sent: Friday, September 11, 2009 4:14 PM
To: Ryan Barth
Subject: RE: Public Disclosure Request August 28, 2009 Meeting Summary and Action Items

Ryan:

I will provide you with the Basin 5 Ecology comments and our response early next week. You have a good weekend as well.

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From: Ryan Barth [mailto:rbarth@anchorqea.com]
Sent: Friday, September 11, 2009 11:33 AM
To: Dumaliang, Peter
Cc: Joshua Lipsky; David Templeton
Subject: RE: Public Disclosure Request August 28, 2009 Meeting Summary and Action Items

Thanks for the update Peter. I am finishing my review today and will send any additional requests on Monday. In the meantime I would like to request some additional documents regarding the Drainage Basin #5 Source Control Report. I got a call from Rachel McCrea from Ecology regarding her attempting to set up a meeting between the various parties to discuss path forward on the 24-inch outfall. During this call she mentioned that Ecology reviewed the Drainage Basin #5 Source Control Report and provided some comments to King County and King County responded with some revised documents. Please forward the Ecology comments and revisions so I am reviewing the latest and greatest. Thanks.

Have a good weekend.

Ryan Barth, P.E.
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4/13/2010

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From: Dumaliang, Peter [mailto:Peter.Dumaliang@kingcounty.gov]
Sent: Friday, September 11, 2009 10:57 AM
To: Ryan Barth
Cc: Joshua Lipsky; David Templeton
Subject: RE: Public Disclosure Request August 28, 2009 Meeting Summary and Action Items

Ryan:

I have been researching the items related to your request (#2) and shall have them completed by the end of next week or earlier. Please let me know if you have additional questions regarding Item #1.

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From: Ryan Barth [mailto:rbarth@anchoragea.com]
Sent: Wednesday, September 02, 2009 10:54 AM
To: Johnson, Scott; Dumaliang, Peter
Cc: Joshua Lipsky; David Templeton
Subject: Public Disclosure Request August 28, 2009 Meeting Summary and Action Items

Thanks for again for meeting with Josh Lipsky and me on August 28, 2009 regarding the Jorgensen Forge Corporation's (Jorgensen) August 3, 2009 letter to King County requesting records under the Public Disclosure Act (PDA). This meeting was intended to provide us with additional information regarding the nature of inputs to the 24-inch property line outfall that transits the northern portion of the Jorgensen property from the King County International Airport (KCIA) property. The meeting discussion was very helpful and provided some of the information requested in the PDA. The meeting also identified a number of additional follow up actions to further fulfill our PDA request. These action items are summarized below.

1. I will further review the King County document entitled "King County International Airport Drainage Basin #5 Source Control Report" dated January 7, 2009 and communicate as necessary with Peter Dumaliang to obtain the following supplemental information in Drainage Basin #5:
 - Stormwater quality data that is potentially missing from the report
 - Additional information on the current drainage pathways into the 24-inch property line outfall
 - Additional information regarding the current presence and location of joint compound (e.g., caulking)

- Current stormwater best management practices (e.g., catch basin cleanout schedule, sampling schedule, etc.)
 - Information on the design and elevations of stormwater drainage components
2. King County representatives to conduct some additional research and Peter Dumaliang to call/email/send me regarding the following information for Drainage Basin #5, if available:
- Historical drainage pathways into the 24-inch property line outfall
 - Historical site uses within areas that historically and/or currently drain(ed) to 24-inch outfall
 - Records of historical maintenance activities within the historic/current 24-inch outfall drainage area (e.g., catch basin cleanouts, drainage repairs/upgrades, etc.)
 - Records documenting historical site use of joint compound (e.g., caulking) at or adjacent to the KCIA.
 - Any documentation regarding use, handling, spills, or releases of polychlorinated biphenyls (PCBs), or other substances containing PCBs at the KCIA
 - Records documenting historical sampling and/or removal of joint compound (e.g., caulking) at or adjacent to the KCIA or within the storm systems draining these areas

Please let me know if you have any revisions/additions to the above action item list and your anticipated schedule for completing your additional research identified in #2. I will complete our action items and let you know if we need any of the supplemental information listed in #1 by the end of next week. We accept that you and I may need to have an additional conversation regarding the scope of the requests in #2 after you complete your research but before substantial documentation is provided to us. Have a good labor day.

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